

months than in any year since the establishment of the government.

Mr. John Good, who has been ill for some time, was at his office several hours today, taking depositions. I met him taking a walk in the sun near the White House about noon. He has not looked in better health in years, and he expects to remain well if the weather keeps good.

Mr. J. B. Thornton, of Manassas, was here yesterday. A gentleman familiar with conditions in the Eighth District remarked recently to the writer that Mr. Thornton was the only man in the district who had any show to beat Mr. Rixey for Congress. Mr. Thornton has no intention of becoming a candidate.

The ladies of Richmond who have been of having rummage sales for the purpose of raising money for charity, purposes will be interested to know that a district committee has decided that in order to have such sales a license tax of \$10 must be paid. For some time these sales have been conducted without a license, and a sale has been in progress continually since early in February. As soon as the ladies of one church would end a sale, those of another would begin, and those who needed them. The committee decided that the continuous sale practice established a permanent place of business, and that a license tax must be paid.

**GATE RECEIPTS.**  
It is said that the gate receipts alone at Bennings race tracks for the three weeks of the meet, ending next week, will approximate \$200,000. Receipts from other sources have been enormous. Twenty-five cents for a bottle of beer and twenty-five cents for a glass of whiskey are samples of prices charged at the bar. The cheapest ticket of admission costs \$1.00.

Captain C. W. Westbury, district passenger agent of the Southern Railway, with headquarters at Richmond, was here on business.

Harry D. Eichelberger, of Richmond, returned home today.

Mr. F. T. Bates, Jr., and wife, of Richmond, are at the Raleigh.

Mr. T. H. Humphreys, of Staunton, and Mr. A. B. Heigh, of Greensboro, N. C., are registered at the Metropolitan.

Mr. A. A. McNeil, of Norfolk, is at the National.

Mr. S. G. Austin, of Newport News, is at the Raleigh.

The following rural letter carriers for routes in North Carolina have been appointed, to begin service May 1st, 1908: Lumberton, Robert M. Thompson, carrier; J. S. Thompson, Jr., substitute; F. J. Meares, carrier; John B. Meares, substitute; Mount Olive, Klinton O. Hollinsworth, carrier; Anne V. Hollingsworth, substitute; Beaufort, J. Sumner, carrier; Lawton J. Sumner, substitute; Newbold, J. S. Thompson, Jr., carrier; L. L. Leno, substitute; Charles W. Millard, carrier; Len Donahy, substitute; Parkton, Alexander B. Williamson, carrier; John H. Smith, substitute; Charles D. Williamson, carrier; Rev. R. N. Cashwell, substitute; Roswell, James C. Jerome, carrier; Robert Williamson, substitute; J. M. Russell, carrier; Asa O. Russell, substitute.

Virginia-Lynch, Run: W. M. Adkins, carrier; Hilroy Yantis, substitute; Route 2, G. M. Moses, carrier; Abner C. Milam, substitute.

W. B. H.

**PRESIDENT RIDES ON CAB OF HIS ENGINE**

(By Associated Press.)

PITTSBURG, PA., April 1.—President Roosevelt viewed the scenery around the famous Horseshoe curve this evening from a seat in the cab of a locomotive attached to his special train, and after a ride of about fifty miles, expressed himself delighted with his experience. In the cab with him were Secretary Lobb, Trainmaster A. B. Kelson, Special Engineer Robert McLaren, the regular engineer, H. T. McCormick, and Fireman H. W. Hunter.

As he took his seat the President remarked that, being a member of the Brotherhood of Locomotive Firemen, he thought he ought to take his turn at feeding the furnace, but he did not do so.

At Gallitzin the President went back to his car, rather dusty and grimy, but enthusiastic over his novel ride. No record-breaking time was made while the President sat in the cab, the speed of the train not reaching over forty-five miles an hour.

Outside of his ride on the engine, the President passed an uneventful day, devoting a large portion of it to reading. Brief stops were made at Baltimore, Harrisburg, and Altoona, but only at one place did the President make a speech.

A large crowd met his train at Harrisburg. The President was scheduled for this place, President Roosevelt appeared on the rear platform of his car and delivered a short address, which was received with cheers.

**MANY LADIES FROM HOOSIER COUNTRY**

Nearly two hundred Indianapolis ladies and gentlemen, and the former are overwhelmingly in the majority, reached the city yesterday afternoon from Old Point. They went to the Lexington Hotel, which is their headquarters while in the city. It is a party who are studying history on the spot, and a reception party, as it has been called. They are mainly unmarried ladies, though there are a number of matrons, who, with their husbands, are chaperoning the young ladies from the Hoosier country.

The gentlemen in the party are Messrs. O. M. DeWitt, C. H. Shank, G. E. Shank, C. C. Trent, Bureau of A. J. Taylor, Mr. A. L. Ellett, of the Chesapeake and Ohio, is the railroad's personal representative with the company. They will look over Richmond this morning and at noon will leave for Charlottesville, and from that place will be en route for home.

They left Indianapolis March 27th, and have visited Washington, Old Point and Williamsburg, and are traveling on a special train.

**THEY ADMITTED THE KIDNAPPING**

(By Associated Press.)

OMAHA, NEB., April 1.—The police located and arrested Albert Strohm, of Kansas City, and his son, at Island Park, a suburb of Council Bluffs, late last night, on the charge of kidnapping Lela Young, the adopted eleven-year-old daughter of Mr. and Mrs. T. A. Young, and who is the daughter of Strohm by a former wife.

The girl was restored to her friends and the men looked up pending a charge of kidnapping filed against them. Mrs. Strohm is also under arrest.

**Easy to Take Easy to Operate**

Because purely vegetable—yet thorough, prompt, healthful, satisfactory—

**Hood's Pills**



THE BIG FIGHT

If you are coming out in a new Spring Suit look at the front, the collar and the shoulders of the coat.

Ours will fit you just as well in your home as in the store—no clerk is necessary to pull it into shape.

Expensive harelath in the inner lining is unknown to the average make-to-order tailor.

In ours, \$10.00 to \$30.00.

**C. H. Berry & Co.**

MEN'S & BOYS' OUTFITTERS

**BIG CROWD SAW BENNING'S RACES**

Three Favorites Among the Winners—Jockey Miles Is Suspended.

(By Associated Press.)

WASHINGTON, April 1.—Delightful weather and a card that promised excellent sport drew a big crowd to the races at Bennings today. Three favorites won, Judge, Examiner and Ethel Roy, the first two being at odds of 1 to 3. The stewards today set down Jockey Miles for the remainder of the meeting, because of what they regarded as his suspicious ride on yesterday's fifth race on the favorite, Carroll D. Summary.

First race—selling; six and a half furlongs—Biddell (7 to 1) first, Zirl (7 to 1) second, Blue and Orange (7 to 6) third. Time, 1:24 2-5.

Second race—maiden; four and a half furlongs—Biddell (7 to 1) first, Lattaway (6 to 1) second, M. Theo (12 to 1) third. Time, 1:28.

Third race—six furlongs—Examiner (1 to 1) first, Flying Buttruss (12 to 1) second, Anna Daly (4 to 1) third. Time, 1:10 2-5.

Fourth race—maiden; seven furlongs—Biddell (6 to 1) first, Russel (7 to 1) second, Cherubim (6 to 6) third. Time, 1:32.

Fifth race—selling; six furlongs—Turner pike (2 to 1) first, Sir Christopher (6 to 1) second, Lady Radnor (18 to 1) third. Time, 1:18 3-5.

Sixth race—handicap; one mile and a half—Biddell (7 to 1) first, Roy (6 to 1) second, Coleman (3 to 1) third, Bar Le Duc (8 to 1) third. Time, 1:53.

**CLOVERTON WON THE GASTON HOTEL STAKES**

(By Associated Press.)

MEMPHIS, TENN., April 1.—The Gaston Hotel stakes at four furlongs, for two-year-old colts and geldings, brought out five contestants. Dick Barnard was installed a hot favorite at 4 to 5, while Cloverton was second choice at 6 to 1; others were at long odds. The race was won by Cloverton after a hard drive with J. P. Mayberry, the Schorr horse, winner by a neck.

First race—five and a half furlongs—Applesweet (6 to 1) first, Oronte (6 to 1) second, Lovable (7 to 1) third. Time, 1:30 1-2.

Second race—four furlongs—Esalora (6 to 1) first, Phelan (6 to 1) second, Bernice (10 to 1) third. Time, 1:23 3-5.

Third race—mile—Rightful (1 to 2) first, Senator Morrison (16 to 1) second, Floyd K. (7 to 1) third. Time, 1:41 1-2.

Fourth race—four furlongs—The Gaston Hotel stakes, \$1,000 added—Cloverton (6 to 1) first, J. P. Mayberry (7 to 1) second, Flo Job (6 to 1) third. Time, 1:30 1-4.

Fifth race—six furlongs—Scorpio (10 to 1) first, Foxy Kane (13 to 1) second, Automaton (12 to 1) third. No time taken.

Sixth race—mile and a sixteenth, selling—Bondage (even) first, War Cry (7 to 1) second, Cogwell (6 to 1) third. Time, 1:50 1-2.

**CAMBRIDGE WON RACE BY SIX LENGTHS**

(By Associated Press.)

PUTNEY, ENG., April 1.—To-day's inter-university boat race, which was the diamond jubilee of the contest, was won easily by Cambridge by six lengths in 19 minutes 32 1-2 seconds. Excepting the fact that rain was falling, the weather conditions were favorable. A light wind was blowing, but the water was smooth. Rowing with immense power, the Cambridge men completely outclassed those of Oxford, gaining the lead at the start, and increasing it with every stroke. The Oxfordians maintained good form throughout and finished the course gamely.

D. Milburn, an American, son of John Milburn, of Buffalo, N. Y., is a member of the Oxford crew.

**BIDS OPENED FOR THE BIG FIGHT**

(By Associated Press.)

SAN FRANCISCO, CAL., April 1.—The bids for the Jeffries-Corbett fight were opened today at Harry Corbett's place. Jeffries was represented by Billy Delaney, his manager, and Corbett by his brother Tom.

The first bid opened was offered by the Yosemite Club, of this city, offering a purse of \$20,000, or 10 per cent. of the gross receipts. A check for \$5,000 accompanied the offer. The second bid was from the San Francisco Club, offering 87 per cent. of the gross receipts, but no purse. The third and last offer came from "Rudy" Carroll, of Chicago, who offered \$20,000 for a fight in Havana in December or \$25,000 in Atlanta in June.

Tom Corbett declined to wait until he could consult with his brother, who he said would be accepted, and will give his answer on May 15th.

## THOUSANDS INVOLVED

Labor Troubles Reach Crisis in Many Parts of Country.

### ALL BUILDING TRADES

Lake Vessels Are at a Standstill—Two Thousand Tanners Go Out—Tailors Demand Concessions—Artisans of Every Sort.

(By Associated Press.)

NEW YORK, April 1.—A general strike in the building trades, which will probably involve between 15,000 and 20,000 men, and extending throughout Westchester county to the Connecticut border, was inaugurated here today. The strike has extended to points further up New York State and to places in Connecticut. The contractors as well as the men are organized and are prepared for a siege. The men out in Westchester county demand an eight-hour day, with Saturday half-holiday and a new scale of wages. A proposition to meet the men half-way was rejected.

Work was stopped on several new mansions along the Sound today, between 8,000 and 4,000 men failing to report for work.

Two hundred electricians, sheet-iron and copper-workers and laborers employed in the new Stock Exchange building in Broad Street went on strike today because they claimed that non-union electricians were working in the building. It was expected that the building would be finished and opened for business on April 22d, but the strike may delay it.

**MIDDLE WEST CENTER OF MANY STRIKES**

(By Associated Press.)

CHICAGO, ILL., April 1.—Five strikes, involving over 5,000 men, were inaugurated today in addition to the spreading of that of the tanners and curriers, which began yesterday, with 3,000 men out. Two thousand of the latter refused to go to work today.

Lake vessels are tied up by a strike of marine firemen, oilers and water tenders.

Five hundred tailors demand rooms in which to work in lieu of using their homes as work shops.

Excavating teamsters called a strike in all barns where the union scale is not paid.

Steam fitters numbering 700, struck for an advance in pay.

The threatened strike of bridge and structural iron workers was averted by the acceptance of a compromise.

Many strikes are reported from the Middle West. Six hundred brewery workers went out at Columbus, Ohio; 700 architectural iron workers at Cincinnati; 300 bricklayers at Indianapolis; 700 furniture workers at Newville, Ind.; 700 workers quit at Milwaukee, 250 at Jackson, Mich.; 500 painters at Cleveland; 400 wagonmakers at Pittsburg; and a number of carpenters and painters at Wheeling, W. Va.

**In the Far West.**

(By Associated Press.)

TACOMA, WASH., April 1.—The strike of street car men against the Tacoma Railway and Power Company, has been declared off by the Street Railway Employees' Union. The strikers are to be taken back at the same wages they received before the strike.

**Many Small Strikes.**

(By Associated Press.)

SHARON, PA., April 1.—Numerous strikes, none of which, however, involve a great number of men, were inaugurated in many of the smaller towns in the eastern part of Pennsylvania today. Among those who struck were painters, plumbers, paper-hangers, carpenters and bricklayers. Higher wages and a shorter work day were the principal demands.

**Miners Refrain From Work.**

(By Associated Press.)

TERRER HAUTE, IND., April 1.—Ten thousand coal miners in Indiana meet go to work today, pending an agreement on disputed points. John Mitchell and a committee of the miners will meet with representatives of the operators in Chicago and it is said that they will reach a settlement.

**Wages Advanced.**

(By Associated Press.)

CHICAGO, ILL., April 1.—A strike of eighteen iron-workers in the Pease Company's car shops at Houghwallow, has resulted in an unexpected advance of the wages of more than 1,200 men.

**Voluntary Increase.**

(By Associated Press.)

BALTIMORE, MD., April 1.—General Manager W. A. House, of the United Railways Company, of this city, announced that the company today has increased the wages of its 2,000 conductors and motormen. The advance will average from 10 to 20 per cent. The increase was voluntary.

**CLEARED \$7,000 IN THE LEGISLATURE**

(By Associated Press.)

CHICAGO, ILL., April 1.—Edward J. Novak, alderman from the Tenth Ward, was accused today of corruption in the misuse of his power as State legislator and city councilor. The accusation came in the hearing of a libel suit brought by Alderman Novak against August Greger, editor of a Bohemian newspaper.

John G. Puncuch, a former partner of the alderman in the real estate business, made the charges against Novak from the witness stand.

"Alderman Novak told me that he cleared \$7,000 in the Legislature," said Puncuch. "He said that he got \$3,000 on a bill; \$900 for another and also compensation in connection with a third measure." He told me that he made \$7,000 above his campaign expenses."

**AFFIDAVIT MADE BY MR. HARRIMAN**

(By Associated Press.)

NEW YORK, April 1.—Mr. Harriman's affidavit relates that in the autumn of 1901 Edward Lauenbach introduced David Lauenbach, a German-born American, to him and said he had friendly relations with James R. Keene, a large stockholder in the Southern Pacific, and that Mr. Keene was contemplating some action against the management of the Southern Pacific.

"He (Lauenbach) stated that he would like to work with me," continued Mr. Harriman, "and that if I would make an alliance which would be of some advantage to him, that he would help me to get \$50,000. Mr. Keene that he could induce him not to institute any adverse action myself and allied interests." This proposition Mr. Harriman did not accept.

Several interviews with James R. Keene followed.

On this point the affidavit reads as follows: "Mr. Keene stated to me that he had a large holding in Southern Pacific stock that he would like to join with me in purchasing the shares in the market; that he believed that there could be great money made thereby, and that he would set for me either in purchasing for our joint account, or for myself. He wanted to do this. Mr. Lauenbach replied that he believed it would be a mistake to create a speculation in the shares of stock and advance the price, when the shareholders were expecting a dividend in the near future. In fact, they gave assurance that he did not want to act in any way antagonistic to Mr. Harriman. In the autumn of 1901, Mr. Harriman says, he was informed that Edward Lauenbach had told J. Taylor would make trouble for us unless we settled in some way with them."

**THOUSANDS INVOLVED Labor Troubles Reach Crisis in Many Parts of Country.**

**ALL BUILDING TRADES Lake Vessels Are at a Standstill—Two Thousand Tanners Go Out—Tailors Demand Concessions—Artisans of Every Sort.**

**SAID METROPOLITAN WAS INSOLVENT**

(By Associated Press.)

NEW YORK, April 1.—In the continued hearing today on the application for an alleged libel against H. H. Vreeland, president of the Metropolitan Street Railway, Afoxy said in reply to questions whether he said the Metropolitan was insolvent, that the statement made in the newspaper in his decision, says the company could not get into good condition.

"I told Mr. Keene as early as Xmas, 1901, that the company was insolvent; was in a terrible state, and that millions were being stolen," he said, "but I told Taylor that a receiver was to be appointed."

**KING EDWARD MAY VISIT POPE AT ROME**

(By Associated Press.)

ROME, April 1.—Although no official confirmation has been received, the rumor that King Edward VII. will visit Rome at the end of this month has produced a great impression at the Vatican. All the diplomacy of the Vatican is being brought into play to secure an interview between the King of England and Pope Leo. It is rumored that the Pope sent a special mission to the accession of King Edward, a courtesy which his Majesty returned by sending the Earl of Denbigh as a special envoy to papal jubilee.

**SECOND POOL SERIES**

Second Encounter Between the Picked Teams Came Off Last Night.

The second series in the pool match between representatives of the Commonwealth and Westchester County was played last night at the Commonwealth. There was a large attendance, and great interest was manifested.

The Westmoreland team consists of Messrs. McCabe, Stewart Jones, Bosher and Orgran.

The honor of the Commonwealth is upheld by Messrs. Lefebvre, Willis, Williams and Talbot. Last night's scores were as follows:

Jones..... 113  
Willis..... 125  
McCabe..... 125  
Lefebvre..... 108

Bosher..... 106  
Williams..... 125

Orgran..... 85  
Talbot..... 125

The next game will be played at the Westmoreland to-morrow night.

**ATTACKED CONVOY**

Tribesmen Suffered Heavily and French Lost Nine Killed.

(By Associated Press.)

ALGER, April 1.—A body of 150 Ouled Djelir tribesmen on a French convoy, escorted by detachments of Algerian Light Infantry, the foreign legion, and Spahis, at the village of Ksar-Bou-Azou, Southern Algeria. The fighting lasted eight hours, with varying fortune. The French troops exhausted their cartridges and then fought a hand-to-hand encounter. Finally the tribesmen were victorious.

The French and nine killed, thirteen wounded, including an officer, and missing. The tribesmen suffered heavily, carrying away their dead and wounded on forty camels which they had captured from the French convoy.

**Colonel Bainbridge Dead.**

(By Associated Press.)

WASHINGTON, April 1.—Colonel Edmund Bainbridge, U. S. A., retired, died here today of heart trouble and complications incident to old age. Colonel Bainbridge was born in Virginia and appointed to the Military Academy from New York in 1882.

**Without Foundation.**

(By Associated Press.)

MACON, GA., April 1.—Chairman J. F. Hanson, of the Central of Georgia Railway, said to-night that the rumor that the Seaboard Air Line would acquire the Macon and Northern Division of the Central of Georgia is absolutely without foundation.

**Loss Over a Million.**

(By Associated Press.)

CALCUTTA, April 1.—A number of oil tanks at the Esso refinery at Bengal, belonging to the Standard Oil Company and two other concerns, were burned yesterday. The damage amounted to about \$1,200,000.

**STATE COMMISSION TO GO TO ST. LOUIS**

Very Likely Entire Body Will Attend Dedication Exercises On April 30th.

The Virginia commissioners of the St. Louis Exposition expect to have an important meeting to-morrow. One of the questions of interest to be decided is whether or not the commissioners will attend the dedication exercises of the exposition, to be held April 30th in St. Louis. The President, who started West yesterday, will be present, and Hon. Grover Cleveland will be the principal orator. It is very likely that the body will decide that it will be the most courteous thing to do to attend, and will go. They want to look over the grounds and meet the people they have to deal with later on.

The fruit industry in Virginia is attracting attention in all parts of the country. Commissioner Koiner, of the Department of Agriculture, yesterday received a letter from Mr. G. A. Parks of Milwaukee, stating that he had \$40,000 to invest in an apple farm and that he was coming on here later. Mr. Koiner has many inquiries about Virginia lands, and he answered all very cordially and fully and sends his latest report. In most cases, sooner or later, those persons come to Virginia and buy property. Mr. Koiner said yesterday that more high-priced farms had recently been sold in the State than in any year known.

**COMMISSIONS' AWARD IN EFFECT**

New Conditions in Anthracite Field Was Celebrated by Parades.

(By Associated Press.)

PHILADELPHIA, PA., April 1.—The award of the Anthracite Coal Strike Commission went into full effect today throughout the anthracite coal regions. The inauguration of the new conditions was generally observed as a holiday in the southern fields, almost all the mines in that district being idle. In some towns parades and mass meetings were held. In the middle and upper regions some of the collieries were not operated. As a rule the readjustment of hours and other conditions were effected with but little difficulty. In the region where the Reading collieries are situated there is some trouble regarding the establishment of three shifts of eight hours each among the firemen. Until today the firemen have worked 10 hours, and it is alleged by some of the firemen that in making up the third shift of eight hours, they were taken from the other two shifts, increasing the work, even though the hours have been reduced.

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